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We have just accepted the Agency for the Citizens Insurance Co. (Hartford Fire) and are Protectors Underwriters of the Phoenix of Hartford.

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HARRIMAN AND THE OCEANIC LINERS

The Chronicle of September 8 has the following:

Of greater import to San Francisco interests than any of the other matters discussed by E. H. Harriman and those who were successively admitted to his room at the Fairmont Hotel yesterday afternoon, is the arrangement for the sale of the three steamships of the Oceanic line to the Pacific Mail, to be used in the inauguration of an express service between this port and Ancon, in the Panama canal zone.

Since the resumption of work on the canal under the American government, the merchants of San Francisco have found themselves handicapped in bidding on supplies for the Canal Commission, owing to the fact that the steamship service on the Atlantic was so much superior to that furnished by the slower boats operated by the Pacific Mail on this side. Not only are these boats incapable of making the speed attained by the ships on the Atlantic canal service, but owing to the fact that they make many stops on the way down the Mexican coast, they have been unable to land canal supplies at Ancon in competition with the steamers running from New York, and this in spite of the fact that many articles consumed on the canal zone are produced in California, and heretofore shipped by the roundabout way of overland freight to New York, and from there to the isthmus by the Atlantic steamers.

The first man of those waiting in the lobby who was called to Harriman's room at the Fairmont yesterday afternoon was John D. Spreckels, and the subject discussed between them was the terms of the purchase of the three ships, the Ventura, Sonoma and Sierra, which formerly constituted the service from this port to Australia, with Honolulu as a port of call, on the Oceanic line. For nearly a year these ships have been lying idle in Mission bay, and there have been many rumors as to the ultimate use to which they would be put. The Spreckels interests had found the Oceanic service unprofitable without the subsidy which the American government refused to grant, and the three big steamships, which were built in the East particularly for this line, had been lying idle for more than a year.

But Harriman has work for idle ships to do, and yesterday afternoon he explained his plan to put the Ventura, Sierra and Sonoma on the line to Panama, to furnish a direct express line from here to Ancon.

The price he drove was a sharp one, but Spreckels left the conference with an expression of features that indicated he was well pleased at his bargain.

There was more to the talk, too, than the mere purchase and sale of three big ocean steamships, for under the Pacific Mail house flag these boats are to be operated under an agreement with the government that amounts to a subsidy, and Harriman explained to Spreckels something of his plans to revive the fight for a subsidy bill in Congress next spring.

Harriman has not forgotten that Bob Evans pointed him out as the man most fitted to win for this country the mastery of the Pacific, and he is not daunted by the coming of the Japanese turbine liners. Through his agents he has been in correspondence with the Japanese cabinet by cable, and his plans for the Pacific Mail do not end with the improvement of the line to Panama. After the inauguration in March, and when Congress convenes, Harriman intimated yesterday that he intended to go after a ship subsidy that would open the way for further extensions of the Pacific Mail service between San Francisco and the Orient. During the day he was also in conference with R. P. Schwerin and Manager Avery of the Japanese line, and he made it plain that interstate commerce regulations that have prevented the re-bating by the railroads for Eastern freight shipped to San Francisco in transit for the Orient might not prevent the profitable operation of the ocean line.

The demands of the army transport service for more steamships may be met with an arrangement under which the Pacific Mail may be able to enlarge its fleet under a subsidy and with an agreement that the new boats may be used for troops in the possible event of war.

MAY COME TO STAY.

Word has just been received by letter that Prof. C. H. Hitchcock, the distinguished geologist and scientist of Dartmouth College, and his family are coming to Honolulu by the Siberia early in November to take up their temporary residence here. His family consists of his wife and two daughters, all of whom are well known here, having spent a year here some seven years ago. Honolulu is to be congratulated upon this accession of gifted and learned people to its literary and social circles.

WHAT EVERYBODY SAYS MUST BE TRUE.

Everybody who has used it says Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to give relief from pains in the stomach or diarrhoea, which is positive proof of its reliability. For sale by Benson, Smith & Co., Ltd., agents for the Hawaiian

WHY CALIFORNIA SHIPPERS ASK FOR GOVERNMENT S. S. LINE

Editor Advertiser: The business interests of the Pacific Coast want a Government steamship line, connecting the Panama canal zone Pacific port of Ancon and San Francisco. This almost universal sentiment that urges governmental infringement on the domain of private business enterprise, has been developed by a condition of affairs prevailing throughout the last twenty years, effectually depriving the western territory of the inestimable benefit of water competition, by way of the isthmus of Panama railroad, in all freight traffic to the Atlantic seaboard.

For the period mentioned the steamship service between San Francisco and Panama has been under the practical control of the transcontinental interests. The corporations have naturally and successfully aimed to eliminate their coastwise line as a real factor in the railroad freight tariffs to the East. The through service to the Atlantic states by way of the Panama railroad, has been consistently discouraged. Nothing is plainer to the shipping and business interests of the West than the fact that this well known and acknowledged condition has retarded the growth of San Francisco as a great seaport and proved an obstacle to the progressive expansion of commerce on the Pacific Coast.

While Secretary of War, Taft declared that he considered the present coastwise line—the Pacific Mail Steamship Company—to be a standing impediment to the natural development of trade relations. This opinion of the Secretary of War took tangible form when he delegated Special Panama Railroad Commissioner Joseph L. Bristol to investigate the conditions that would surround the operation of a government steamship line on the western coast of the country.

The line of freight and passenger steamships now running under government control between Colon and New York has proved a satisfactory investment, and this successful experiment, coupled with the government's investigations of the possibilities in developing the new meager facilities on the Pacific Coast, has led to the belief that the transcontinental freight rates may be controlled by actual water competition even before the Panama canal is a reality.

San Francisco is the terminal point for practically all of the many products of California. With reasonable freight rates and regular sailings, it is estimated that a steamship line between San Francisco and Panama would receive at least one-third and probably one-half of the through freight shipments that now go to the Atlantic states by rail. But the effectual method adopted to prevent exporting shippers from using the present sea service is in the maintenance of rates that make it unprofitable to select the Panama route in preference to the transcontinental railroads. The lack of tonnage in the San Francisco-Panama service and the delays at the isthmus, of which Taft complained, with the absence of a rate that offers an inducement to shippers, all goes to give the great bulk of the Pacific Coast freight to the transcontinental railroads at their own tariff schedules.

There is no doubt, in the minds of its advocates, that a government steamship line on the Pacific Coast with regular and frequent sailings, would develop a large and constantly increasing volume of traffic. But to handle the through freight business between the Atlantic and Pacific coasts the government line would have to give a service at the Pacific ports between the two terminal points. The Mexican and Central American ports are intimately connected with the through freight traffic and the present complete service of the Pacific Mail Company in this single connection would have to be undertaken by the government vessels.

Until the last half of the year 1905 the Pacific Mail Company had the privilege of making through bills of lading between the Atlantic states and the Pacific Coast. This gave the company an advantage in through business over foreign carriers, but the privilege was later rescinded by the government. The coffee carrying business from the west coast of Central America to New York is held as a practical monopoly by the Royal Mail Steam Packet Company, a subsidized British company operating with through billing privileges. The Atlas Steamship Company of New York, a German company, has secured some of the trade and with the Kosmos Steamship Company, controlled by the Hamburg-American Packet Company, has made large inroads in the west coast business.

It is evident that the interests of San Francisco are impaired by foreign vessels transporting freight that should be directed to the through steamers operating between San Francisco and Panama. To pay, the government steamers would have to be of large capacity and the necessary stops that would have to be made at the many Mexican and Central American ports would cause much delay to big freighters. The hope of the Pacific Coast exporter is increased accommodations for traffic and low freight rates. With a rate of \$8.00 or \$8.50 per ton from New York the government line would also find that the Pacific Coast market would give about all the freight the system could handle from New York to San Francisco.

The isthmus of Tehuantepec railroad, owned and operated by the Mexican government, has come to be a factor in the through freight shipments from the Pacific Coast to the Atlantic states. The American-Hawaiian S. S. Co. uses the Mexican government's line as a connecting link and has been transshipping considerable freight from New York to San Francisco instead of sending their vessels to the Pacific by the Strait of Magellan route. The Magellan route is, and has been, of considerable utility to the exporters and importers of San Francisco in their trade relations with the Atlantic states. It possesses advantages as an all-water route and has been favored in the handling of certain classes of merchandise. The freight coming from New York by the Magellan route does not

receive extra handling in transit and consequently is received in better condition. Improbable as it may seem it is nevertheless a fact that the average time of sixty days by the Magellan route at the present time compares favorably with that of the transcontinental railroads. Because of its freedom from freight transfer and frequent damage the Magellan route is preferred by some large Pacific Coast importers to either the Panama or Tehuantepec system.

A factor that causes those interested in California's great industry—fruit growing—to favor the establishment of a government steamship line is the belief that if it was inaugurated now the service would be continued after the completion of the Panama canal. With the interoceanic waterway open it is estimated that the great bulk of California's fresh fruit shipments would be diverted from the transcontinental railroads. Oranges, and all but the most perishable deciduous fruits, could be handled under refrigeration. To successfully compete with the railroads, however, this class of traffic would have to be undertaken by fast freighters, sailing upon a weekly schedule.

There is little prospect that a private company will meet this problem in opposition to the transcontinental railroads. The Pacific Mail Company certainly would not do so while dominated by the railroad interests. It would involve a very large investment of capital and the strategic point in the situation would be in the hands of the railroads, who would undoubtedly find it profitable to lower rates to any figure in the effort to rout the all-water competition. It is probable that the capitalists who could be expected to make such an investment in the face of a competitor able to sacrifice profit indefinitely to dispose of opposition, are interested in one of the transcontinental lines.

So the Pacific Coast looks to the government to step forward and, in handling the problem of satisfactory freight service at the present time, also provide for the solving of a condition that threatens the Pacific Coast view point—to limit the usefulness of the Panama canal. The Mexican government has shown great activity in increasing the effectiveness of its railroad across the Isthmus of Tehuantepec, and has already secured for the line a considerable volume of interoceanic trade. The success attending Mexico's activity is pointed out as an example of what could be expected in a hundredfold greater degree should the American government extend a policy of beneficial development of the merchant marine to the waters of the Pacific Coast.

San Francisco is the largest and most important port on the Pacific Coast, and it flows the great bulk of the products of California. The betterment and maintenance of the coast service to Panama is essential to its best interests and the fostering and upbuilding of the comparatively undeveloped opportunities of commercial and industrial enterprises that prevail on the western coast. Permanent growth is the accompaniment of the exploiting of California's resources. A conservative estimate shows that the products shipped annually from the State reach an aggregate of between 600,000 and 750,000 tons. The States of the Atlantic Coast receive more than one-half of this great quantity. The Isthmus of Panama route receives 5 per cent. of the shipments; 15 per cent. is sent by way of the Tehuantepec route, and the remaining 80 per cent. is freighted over the lines of the transcontinental railroads. The diverting of freight to the Panama route is alone dependant upon low freight charges and a regular and reliable service. Cheap transportation by the sea route would summarize regulate the transcontinental rates and fill every freighter sailing for the isthmus with a full cargo.

The stock of the Panama railroad is owned by the government, and to meet the demands of commerce and the needs of the isthmian canal construction, it has established the Colon-New York line. The completion of a through system by the placing of steamers on the San Francisco-Panama route would give an instant impetus to commercial activity on the Pacific Coast and put an end to the handicap that has materially retarded its growth. The control of the proposed service by the transcontinental railroads explains completely why nothing had been done to build up the sea traffic. And it also explains why San Francisco merchants and California producers are awaiting with anxiety the termination of this restriction and the consistent development of San Francisco as a great seaport through the presence of an active regulator of rates by water and land.

PAUL ROBINSON BARTLETT.

HAWAIIANS RUN AMUCK

Two kanakas of herculean build imbibed too freely Friday night and ran amuck in the Puuallup reservation. After they had succeeded in smashing several windows, administering a beating to an old man and a little girl and pursuing a man named Spencer for upwards of half a mile, they were rounded up by Deputy Sheriff H. J. Doten, who located them in a saloon on Puuallup avenue and safely landed them in jail.

The officer had by no means an easy task in safely getting the Hawaiians to the jail, as both were in ugly mood and one, for a little exhibition of strength, snapped the connecting steel chain between the handcuffs upon his wrists with ease. Even when the officers got to the jail great difficulty was experienced in removing the steel bracelets from the man's wrists as the locks were seriously disarranged.

So far the names of the man and girl who were attacked by the two men have not been ascertained and the two prisoners, whose names are Henry Webster and Henry August, cannot recollect as they state that they were too drunk to remember.

The men are being held under a charge of assault and battery filed against them by Spencer, the man whom they pursued.—Tacoma Ledger, Sept. 6.

BAD COMPLEXIONS

**Dry Thin and Falling Hair
and Red Rough Hands
Prevented by
CUTICURA SOAP.**

MILLIONS use CUTICURA SOAP exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, in the form of baths for annoying irritations, inflammations, and chaffings, or to free or offensive perspiration, in the form of washes, for ulcerative weaknesses, and for many sanative antiseptic purposes which readily suggest themselves to women, and especially to mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and purifying the skin, scalp, and hair of infants and children. CUTICURA SOAP combines delicate emollient properties derived from CUTICURA, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odors. No other medicated soap ever compounded is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP at ONE PRICE, the best skin and complexion soap, the best toilet and best baby soap in the world.

Complete External and Internal Treatment for Every Humour. Consisting of CUTICURA SOAP, to cleanse the skin and scalp of crusts and scales and soften the thickened cuticle, CUTICURA Ointment, to instantly allay itching and irritation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. Sold throughout the world. Australian Depot: R. TOWNS & Co., Sydney, N.S.W. So. African Depot: LACKNER LTD., Cape Town. How to have Beautiful Skin, Hair, and Hands, free. POTTER CORP., Boston, U.S.A. Sole Proprietors, CUTICURA REMEDIES.

SERG. BARRY IS THANKED

Sergeant E. S. Barry of the National Guard of Hawaii, whose prompt first-aid-to-the-injured measures in a wreck on the Denver and Rio Grande railroad line near Green River station, Utah, when the Hawaii rifle team was en route home, largely contributed to the saving of the lives of the engineer and fireman, yesterday received the following letter complimenting him on his prompt and humane service:

The Denver and Rio Grande Railroad Co., Office of the Assistant Superintendent.

Helper, Utah, September 4, 1908.

Mr. E. S. Barry, 1524 Fort street, Honolulu, H. I.

Dear Sir:—The attention of the management has been called to the very prompt and valuable assistance you rendered our Engineer G. A. Lund and Fireman R. A. Redell, injured near Thompson station, Utah, on the morning of Wednesday, September 2, and I take this early opportunity to express the sincere appreciation of the company, and that of the employees of the entire division, for your generous manifestation of humanity and evident desire to help those in distress.

Yours truly,
O. J. OGG,
Assistant Superintendent.

REAL ESTATE TRANSACTIONS.

Entered of Record Sept 9, 1908.

Kaehu (w) to W A Kinney..... L
Malia Iminauao and hsb to Mary A Mauiola..... D
Marea Richards to American Sugar Co. L
Charles W Gray by atty to James D Young..... D
Hawn Trust Co Ltd Tr to Palois Land & Imp Co Ltd..... Par Rel
Mary M Peters and hsb to Mutl Bldg & Loan Soc of H Ltd..... M

Entered of Record September 10, 1908.

A N Kopeikini to Dan T Carey..... L
John G Correa to Patrick Silva..... L
F E Clark to E G Ferreira, tr..... Rel
E G Ferreira, tr, to George Conrad..... D
George Conrad and wf to Trent Trust Co Ltd..... M
Kekuikakaulani (w) et al to Joseph de Frias et al..... L
Kwong Lee Co to Hop Sing Co..... BS
Franz Bechert to Frank Souza..... BS
Aunana Kahakaula to Maui Railroad & S S Co..... D
M Kaluna Nuananu and wf to Maui Railroad & S S Co..... D
Cecil Brown Tr by atty to Joseph A M Johnson..... Rel
Kaikaina to Sarah K Aiona..... D
C H Ahina Aiona and wf to P C Beamer..... M
John G Serrao to Bernardo Bento and wf..... Rel
Bernardo Bento and wf to John G Serrao..... M
Charles M Cooke Ltd by Regr. Notice Entered of Record September 14, 1908.
Robert K Smith to City Mill Co, Ltd D
Hong Mien Su to Olan Sugar Co, Ltd..... C M
Camara & Co, et al, by Jdgo..... Judmt
Wm A Hall, by Jdgo to J H Schuck..... Judmt
Alwine W Conrad and hsb to Louisa Ahrens..... Fore Entry
Kolon Sugar Co to W Pfotenbauer, Tr..... D
Ioane Kaiaia to W A Kinney..... D
Margaret G Smith to Robert MeCorriston..... P A
Charles H Smith to Clarence H Cooke..... P A
Margaret G Smith and hsb, by atty, to Bank of Hawaii, Ltd..... D
Ada M Williams, et al, to Benjamin P Dillingham..... D
T Wasado to K Mizonye..... C M
Entered of Record September 15, 1908.
Martha Berger et al to Wilhelmine Dowsett..... D
Hall Campbell to William K Campbell..... D
T Yoshioka to G Kawakami..... C M
Solomon Kaula and wf by tr to Japanese Cemetery Assn..... D

TAPPING THE RUBBER TREES

One of the interesting items of the regular report of R. S. Hosmer, Superintendent of Forestry, presented to the members of the Board of Agriculture yesterday afternoon, was one pertaining to the rubber tree tapping tests at Nahiku, and another item referring to the introduction of Mocha coffee here. He stated:

Two years ago during an investigation by this division of the planted forest on Kauai, there was brought to public attention the existence of two groves of rubber trees on the island of Kauai. Arrangements were at once made to conduct experiments in tapping in these groves. As the Federal Experiment Station had a man available for the work, which this division then did not, the investigation was turned over to that office. The results of the investigation have just been published as Bulletin No. 16 of the Federal Experiment Station. This bulletin contains much valuable information and is an important contribution to our knowledge of rubber in Hawaii. Much however still remains to be done before the rubber industry can be regarded as firmly established. Especially important at present are accurate figures on the cost of collecting the latex and putting it into shape as a market product at a profit. To secure data on those points this division has undertaken cooperative experiments with the Federal Experiment Station and with the four rubber companies at Nahiku. The Federal Experiment Station furnishes the agent in local charge, the rubber plantations furnish laborers to do the actual work, and this division pays the salary of the agent in charge and the incidental expenses.

The four main points to be investigated are:

- First—The cost of tapping.
- Second—The best methods of tapping.
- Third—Methods of chemical control, especially in dealing with scrap rubber, and
- Fourth—The effect of cultivation and fertilization on the growth of the trees and the yield of latex.

The tapping will be carried on on a sufficiently large number of trees and for a long enough time to give results that shall have direct commercial bearing. The chemical work will be carried on by the chemist at the Federal station in the laboratory of the station at Honolulu, there being a sufficient number of trees on the experiment station grounds to yield the necessary quantity of latex for this work. One of the most striking things about the plantations at Nahiku is the way in which the trees have responded to cultivation. One of the objects of the experiment will be to ascertain how cultivation and fertilization may most judiciously be employed to hasten the growth of the trees and to increase the flow of latex during the tapping season.

Some little time ago Mr. G. R. Ewars brought from Mexico the seed of the Mocha coffee. This shipment has been propagated at the government nursery—the first time this plant has been successfully grown in Hawaii. Over 900 plants have been sent out to persons interested in coffee growing, selected by Mr. Ewart. A limited number of plants remain which will be retained by this division, planted in the Makiki garden, and used to produce seed which in due time will be given out. At the present time the division has no more Mocha coffee plants for distribution.

Boy Was Here.

SAN FRANCISCO, Sept. 5.—Samuel Dawe, a member of a well known family of Vancouver, B. C., who claims he was shipwrecked on the British bark Castor and carried to the nitrate ports on the South American coast when he was only 13 years of age, and for the last three years has had a varied experience on several vessels cruising in the South Seas, is to be restored to his home.

He reached this port several days ago on the bark Irngard from Honolulu, and today Captain Christianson of that vessel put him aboard the steamer President, which will carry him back to Vancouver.